

For Sale.

IMPORTANT INTIMATION.

NOW READY.



(PUBLISHED BY AUTHORITY.)

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST," A DIRECTORY AND WORK OF REFERENCE ON ALL IMPORTANT LOCAL SUBJECTS FOR HONGKONG, MACAO, CHINA, JAPAN, THE STRAITS SETTLEMENTS, SIAM, INDO-CHINA, NORTH BORNEO, THE PHILIPPINES, AND COREA, FOR THE YEAR 1893.

PRICE THREE DOLLARS.

THE HONGKONG DIRECTORY has again been enlarged and will be found THE CHEAPEST, MOST COMPLETE, AND MOST RELIABLE WORK OF THE KIND PUBLISHED IN THE FAR EAST.

THE above named work, published at the Office of "THE HONGKONG TELEGRAPH," contains a Directory for the Ports in the large portion of Asia between Penang, in the Straits Settlements, and the Northern Chinese Ports, including Wladivostok, Formosa, the Treaty Ports of China and Japan, Coochin-China, the Philippine Islands, Corea, British North Borneo, the British Colony of Hongkong, and the Portuguese Colony of Macao. It also contains the Principal Treaties between European countries and the United States and the countries East of the Straits, including the Treaties and Conventions between China and Great Britain, France, Germany, Russia, the United States of America, Brazil, Japan, Peru, Spain, and Portugal; together with conditions of Trade, and the Port, Customs, Consular, and Harbour Regulations for the Ports of China and Japan; also descriptions of the various Ports, with the latest Trade Statistics taken from the Reports of the Imperial Maritime Customs and other reliable sources.

The various Governments and Municipal Corporations, and all Public Bodies and Companies, Bankers, Merchants, Consuls, Professional men and other Residents, have supplied the necessary matter, upon forms specially sent for that purpose so as to ensure accuracy. The Naval and Military portions have been taken from the latest published official lists and revised at Headquarters; in fact, no pains have been spared to make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" a handy and perfectly reliable book of reference for all classes.

In addition to the information enumerated above "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" for 1893 contains a carefully revised

INDEX TO THE ORDINANCES OF HONGKONG.

A SPECIAL LIST OF FOREIGNERS employed in Steamers making short voyages from Hongkong.

THE PRIVATE RESIDENCES of the Principal Government Officials, the Leading Merchants, the Foreign Consuls, Professional Men, Justices of the Peace, &c.

A LADIES DIRECTORY FOR HONGKONG. The latest and only reliable PLAN OF THE CITY OF VICTORIA, showing the proposed Reclamations and all recent additions and improvements, AND

A Mass of interesting information on various subjects, culled from the most trustworthy sources.

THE WINNERS of all IMPORTANT RACES at HONGKONG, SHANGHAI, FOCHOW, and AMOY, with times, and other interesting particulars, carefully compiled from the most reliable sources, make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST," a *valuable* work for all classes of sportsmen.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" for 1893. Is printed on a superior quality of Paper, and is the best printed and most handsomely bound volume ever published East of the Suez Canal.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST," in order that it may circulate extensively outside this Colony, is published at a POPULAR PRICE, and can be ordered at This Office, or through any of our Agents at the various Ports, for

THREE DOLLARS.

There is not space in the compass of an Ordinary Advertisement to detail all the information introduced into the work, but it may be fairly asserted that no such Directory has ever been published, either in Hongkong or any other part of the East, at such a low price.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" offers Special Advantages as an Advertising Medium. It has an extensive circulation in all Parts between Singapore and Newchwan in the Australian Colonies, the United States, and the United Kingdom, and the scale of charges has been fixed at an exceptionally low rate. Terms can be learned on application.

Suggestions for the improvement of this work are respectfully solicited.

Orders for COPIES, and for ADVERTISEMENTS may be sent to the Agents at the various Ports, or to the Office of

"THE HONGKONG TELEGRAPH" PUBLISHED BY THE HONGKONG TELEGRAPH, HONGKONG, 30th January, 1893.

Intimations.

VICTORIA DISPENSARY. FLUID EXTRACT OF MALT.

THE use of that extremely valuable Food and Remedy EXTRACT OF MALT has been retarded by its usually viscous condition; to obviate this objection we have had prepared a FLUID EXTRACT OF MALT as easily poured out of the bottle and measured into doses as any other Fluid.

It contains as much of the DIASTASE as any viscous EXTRACT OF MALT and is therefore fully as active in its form and digestive power.

Two tablespoonfuls of our FLUID EXTRACT OF MALT contain more nutritive and digestive value than a pint of the strongest Ale or Stout. In 1 lb. bottles 75 cents. Per dozen \$8.00. Hongkong, 12th January, 1893.

A. S. WATSON & CO. LD. WINES AND SPIRITS.

WE invite attention to the following Brands, all of which are excellent quality and good value for the money. The same being specially selected by our London House, and brought direct from the most noted Shippers, are imported in wood and bottled by ourselves, thus enabling us to supply the best goods at moderate prices.

In ordering it is only necessary to state the name and quality of Wine or Spirit wanted, and initial letter for quality desired.

PORTS: (For Invalids and general Use).

	Per Doz.	Per Bot.
A. Alto Douro, good quality, Green Capsule.....	10	1.00
B. Vintage, superior quality, Red Capsule.....	12	1.10
C. Fine Old Vintage, superior quality, Black Seal Capsule.....	14	1.25
D. Very Fine Old Vintage, extra superior, Violet Capsule (Old Bottled).....	18	1.50
SHERRIES.		
A. Delicate Pale Dry, dinner wine, Green Capsule.....	6	0.60
B. Superior Pale Dry, dinner wine, Green Seal Capsule.....	7.50	0.75
C. Manzanilla, Pale Natural Sherry, White Capsule.....	10	1.00
D. Superior Old Dry, Pale Natural Sherry, Red Seal Capsule.....	10	1.00
E. Very Superior Old Pale Dry, choice old wine, White Seal Capsule.....	12	1.10
F. Extra Superior Old Pale Dry, very fine quality, Black Seal Capsule (Old Bottled).....	14	1.25

CLARETS.

	Per Doz.	Per Bot.
A. Superior Breakfast Claret, Red Capsule.....	4	4.50
B. St. Etienne, Red Capsule.....	4.50	5.00
C. St. Julien, Red Capsule.....	7	7.50
D. La Rose, Red Capsule.....	11	12.00
E. Sauterne, Foy, Red Capsule.....	5	5.50
F. Chateau d'Angoulême, Red Capsule.....	12	12.50
G. Chateau Haut Brion, Red Capsule.....	17	18.00
H. Chateau Mouton d'Armailhacq, Red Capsule.....	19	20.00

HOCKS.

	Per Doz.	Per Bot.
Nierstele.....	12	—
Hockheimer.....	20	—
Rudelsheimer.....	24	—

BURGUNDIES.

	Per Doz.	Per Bot.
Chablis, white wine.....	12	—
Meurault, superior white wine.....	16	—
Volsay, very superior red wine.....	20	20.00

MADEIRA AND CHAMPAGNES.

FULL PARTICULARS OF VARIOUS BRANDS ON APPLICATION.

	Per Doz.	Per Bot.
BRANDY.		
A. Hennessy's Old Pale, Red Capsule.....	13	1.20
B. Superior Very Old Cognac, Red Capsule.....	15	1.40
C. Very Old Liqueur Cognac.....	20	1.75
D. Hennessy's Finest Very Old Liqueur Cognac, 1873 Vintage, Red Capsule.....	30	2.50

WHISKY.

SCOTCH.

	Per Doz.	Per Bot.
A. Thorne's Blend, White Capsule.....	6	0.75
B. Watson's Glenlivet, Blend, Blue Capsule, with Name and Trade Mark.....	8	0.75
C. Watson's Abolour-Glenlivet, Red Capsule, with Name and Trade Mark.....	8	0.75
D. Watson's H.K.D. Blend of the Finest Scotch Malt Whiskies, Violet Capsule.....	10	1.00
E. Watson's Very Old Liqueur Scotch Whisky, Gold Capsule.....	12	1.10
F. Daniel Crawford's Finest Very Old Scotch Whisky.....	10	1.00

IRISH.

	Per Doz.	Per Bot.
A. John Jameson's Old, Green Capsule.....	8	0.75
B. John Jameson's Fine Old, Green Capsule.....	10	1.00
C. John Jameson's Very Fine Old, Green Capsule.....	12	1.10

AMERICAN.

	Per Doz.	Per Bot.
Genuine Bourbon Whisky, Fine Old, Red Capsule, with our Name & Trade Mark.....	10	1.00

GIN.

	Per Doz.	Per Bot.
A. Fine Old Tom, White Capsule.....	4.50	0.40
B. Fine Unsweetened, White Capsule.....	4.50	0.40
C. Fine A. V. H. Geneva.....	5.25	0.50

RUM.

	Per Doz.	Per Bot.
Finest Old Jamaica, Violet Capsule.....	12	1.00
Finest Old Jamaica, Violet Capsule.....	12	1.00
Good Leeward Island.....	\$5.50 per Gallon	\$1.50 per Gallon

LIQUEURS.

	Per Doz.	Per Bot.
Benedictine, Maraschino, Corribe, Heering's Cherry Cordial, Chartreuse, Dr. Slegers' Angostura Bitters, &c.		

PRICES ON APPLICATION.

THE HONGKONG DISPENSARY, HONGKONG, 19th January, 1893.

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

The Hongkong Telegraph.

HONGKONG, TUESDAY, FEBRUARY 14, 1893.

PROFESSIONAL JEALOUSY.

Dr. BATESON Wright seems to have been storing up a tremendous amount of energy to let loose on the world in the form of a report, nominally on the school over which he presides, but really on things in general with little or no limitation to his proper subject. He certainly left unsaid nothing that suggested itself, and he unburdened himself on several matters which he might profitably have left alone. It does not look well for a man who is required to draw up a simple report of the work done and progress made in his school to spread himself over a long disquisition on Educational Theories and the principles of modern civilisation, with only trifling incidental references to the work which he is paid to perform. In particular, his remarks as to competition among rival schoolmasters were indiscreet and radically wrong. It has long been recognised in British educational legislation that competition is a powerful stimulant, that payment by results cannot fail to produce the greatest amount of work at the least expense, in education as in any other business, though of course there may be necessity to remedy the defects of detail which always arise when a new system is introduced. The world is governed by the laws of supply and demand; where the supply is best and cheapest the demand must always turn in that direction, irrespective of the reasons why one source of supply produces better results than another. What the world wants is "the best" not a lot of plausible excuses for inferiority. Any man of sense can trust his own judgment in ascertaining which is really best, and which is only so in appearance. Still, there is a good deal of sound honest truth in Dr. Watson's remarks in denunciation of professional rivalry interfering with harmonious union on the part of various bodies combating the common enemy of ignorance, with its attendant evils. His earnest exhortation to "the regiments of the great army of progress marching together against the foe, not wrangling with each other in petty jealousies," has the ring of sincerity and must be heartily echoed by all friends of true progress. But such noble professions of single-hearted principles come with indifferent grace from a man who rushed into print (and a low print it was too—the *China Mail*)—for the express purpose of snarling at a rival, of picking holes in the armour of his brother soldiers in the battle of light against darkness. When the prizes were distributed at St. Joseph's College last year, brother Watson made some remarks which jarred on Dr. Watson's ear and caused some not very dignified correspondence; it is not for us, nor for any friend of education, to say who was wrong, but one cannot help thinking that the occasion was exactly one of that sort on which the principle of brotherly forbearance and mutual sympathy in the common interests would have shone most brightly.

LOCAL AND GENERAL.

A "BOOMER" is a man who has lots more enthusiasm than he has anything to keep it on.

JOHN WESLEY used the well-known expression "Cleanliness is next to godliness," in a sermon on "Dress."

A PHILADELPHIA paper says that the only way it pays a person to be his own lawyer is when he keeps his own counsel.

THE *Namoa* brought down yesterday from Fochow a pretty light cargo, not more than a month old, caught by a Chinaman in the country.

Sailor—I came here to ask for your daughter's hand. Her father—She is my only daughter. Sailor—Well, sir, one is all I want.

In Iceland men and women are in every respect political equals. The nation, which numbers about 70,000 people, is governed by representatives elected by men and women together.

WHEN a man is possessed of a mania to steal a woman's shoe, the Germans call it *fransen-schusteln* (shoe-stealing). It makes one shudder to think of what they might call it if the woman herself were stolen.

ALIVE in still among "the brave and the free," with an accent on the *free*. Some of the Government officials, who were terribly afraid of revelations which might not be to their credit, are now feeling less unhappy.

THE steamer *Proton*, which arrived yesterday from Saigon, met with very heavy weather and ran short of coal. A few hundred bags of paddy had to be used as "pilot fuel," with fair success. What price firebricks?

THE Band of the 1st Shanghai Light Infantry will play the following programme at the Officers' Mess, Murray Barracks, this evening, commencing at 8 o'clock:

Overture—"Light Cavalry" (Wagner). Selection—"The March of the Minstrels" (Mendelssohn). Selection—"The March of the Minstrels" (Mendelssohn). Selection—"The March of the Minstrels" (Mendelssohn).

Clerk—In drawing the document I have been careful to use the longest words and to omit all facts, ideas and opinions.

Colonial Secretary—Keep it up, Brown, and some day you'll have my billet.

THE Agents (Messrs. Dodwell, Carrill & Co.) inform us that the Northern Pacific Steamship Co.'s steamer *Victoria*, from Hongkong, Shanghai, and Japan, arrived at Victoria, B.C., on the 11th inst. on her voyage to Tacoma.

A REVISED version of the Apocrypha from the same hands that revised the Old and New Testaments will soon come from the university presses of Oxford and Cambridge. This was part of the original plan entered on in 1873 for the revision of the Bible.

IN the Police Court this morning; Chinese witness under cross-examination.

Learned Counsel—What you say now is not what you said at first—explain yourself.

Witness—Well, I thought—

L. C.—You mustn't think! Be like me—I never think!

CAREFUL experiments recently made in Paris with aluminium indicate that it will be largely used for utensils of all sorts, as it is less affected by air, water, wine, beer, cider, coffee, milk, oil, butter, etc., than are iron, copper, lead, zinc and tin. Sea salt and vinegar alone affect aluminium, but not to an injurious degree.

HUNGARY is stated to be the country where railway travelling is cheapest. It is said to be possible to travel from Buda-Pesth to Kronstadt, a distance of 500 miles, for 6s. 8d., being at the rate of six miles a penny. Lower than this fare is it is liable to a reduction of one-half in the case of laborers, journeying in parties of not fewer than ten.

IN France the Government pays the pastors, not only of the Catholic but of the Protestant denominations. This rule obtains also in the Colonies, so that Mohammedan mosques are maintained by the State. It costs millions of francs. There is a strong disposition to abolish the arrangement and have a free church in a free State; but Napoleon's concordat with the Pope stands in the way.

HER USE OF THE FRANCHISE. "Were you allowed to vote," said he, "As through the shelter of I have they strayed, 'What would you vote for—answer me—Protection or Free Trade?'"

The gentle maiden heard her head. "While to her cheek the colour flew: 'I would not care to vote,' she said; 'I'd rather pair with you.'"

THE telephone needs the open air to obtain the best results. To use wires placed underground, a metallic circuit will be necessary, similar to the one used on long-distance lines. To place the wires underground and to make a metallic circuit, which means to use two wires where one is used at present, will materially increase expenses, and the public must pay for the luxury. As the number of wires is increasing rapidly, it is evident that they must be long be buried.

THE following, according to the *Minneapolis Journal*, are tables of diseases or crimes, according to the wealth of the unfortunate: Theft. Rich man, kleptomaniac. Poor man, shoplifter. Rich man, debility, or heart failure. Poor man, delirium tremens. Rich man, legitimate speculation. Poor man, gambling.

OWING to the Chinese New Year Holidays, on Friday the 17th inst. the Post Office will be entirely closed. Should the American Mail arrive the Office will be kept open one hour for delivery but no letters will be sent out. The night box will be kept open. On Saturday the 18th inst. the Post Office will be opened from 8 a.m. to 12.30 p.m. to despatch the American Mail. There will be only one delivery at 12.30 p.m. at Town, Peak and Kowloon. Should the German Mail arrive the Office will be kept open one hour for delivery. The night box will be kept open. The money order office will be entirely closed on both days.

NEXT Sunday, Feb. 19th, is to be observed in the Hongkong churches an Temperance Sunday, and special sermons will be preached at St. John's, at Union Church, and at St. Peter's, and special collections made in support of a Seamen's Coffee House, which is to be opened in a few days in Queen's Road Central, under the sign of the Star. The house will be fitted as attractively and comfortably as possible, with an excellent cuisine and the best of everything in the temperance line, in order to divert the seafaring community from the rum mills and disreputable establishments so numerous in that quarter. The plan is worthy of all praise, for not even those who thrive by the trade in these low dens can deny that a great deal of harm is done by them, and it is to be sincerely hoped that the "Star" Coffee House will be a success. It will be an uphill struggle to make it pay; but we believe the Bishop, Mr. Bondfield, and Mr. Goldsmith are unwilling to support the movement actively, and no doubt it can be made to work well they will spare no effort in the good cause.

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WE are very well aware of the difficulties which surround the censorship of advertisements, says the *British Medical Journal*. We have almost weekly experience of them. Not only are large classes of advertisements systematically rejected by us so that they have ceased to be offered, but even with the knowledge of the principles of censorship which we adopt, ingeniously adapted variants come habitually under notice in which it requires a good deal of vigilance to detect covered indications of ethical rule. The rejection involves the sacrifice of many hundreds, nay, in all of some thousands, a year of income from an always flowing Ptolemaic stream. But it is surely a duty which all those who aspire, and justly aspire, in their own columns, to be leaders of public opinion, guardians of public morality, and reformers of abuses, owe to the dignity and worth of their aboriginal and powerful functions. The press, it has been repeatedly said of late, is developing new powers and forming an "estate" which grows continually in greatness in the State. It is sometimes declared to be largely assuming the functions of the pulpit and the platform. It leads crusades with fervor and sincerity, it puts social purity, benevolence, personal honor, physical and mental progress in the foreground of the programme. This, in the editorial columns, but a few shillings or a few hundred pounds offer, purchase admission to another part of the paper for "thirty" vulgar, palpable, monstrous and mischievous lying and hardly concealed plots for defrauding, terrorizing, and making miserable the unhappy victims of a system of mental intimidation and deception.

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16.—And I gave my heart to get tips, and to find out for the other the gain and losses of Companies. I perceive that this also is vexation of spirit.

17.—For in much information is much grief; and he that increaseth tips increaseth sorrow.

ERASMUS.

TO FAR CATHAY.

XXX.

A GIANTIC FAILURE.

Reference has been made more than once in the course of these articles to the Eastern Steamship Company, which came especially before Parliament and the country in 1852, as a competitor with the P. and O. for the India and China mail-contract. As already explained, the Eastern Company's tender being for only half the service at a considerably higher rate than the P. and O.'s offer, it was not accepted. But the action of Government led to force debates during the Session of 1852, and to charges of favoritism which were very far from being supported by facts. What, then, was the Eastern Steamship Company? How did it originate, and what became of it?

About the years 1851 and 1852 were formed two companies to run steamers round the Cape of Good Hope. One was the General Screw Steamship Company, of which we have already seen something in the Overend-Gurney and other episodes; and the other was the Australian Royal Mail Steamship Company, of which we shall have a little more to say when we come to treat of the extension of steam to the Antipodes. Both of these concerns were largely subsidised, but both were commercial and financial failures—largely because of want of knowledge of the proper class of vessels to employ on such voyages. A third great project of the same era, but destined to have a more remarkable history, was the Eastern Steam Navigation Company.

This company was founded in 1851, and was in existence as an incorporation, although not as a going concern, when the Government (to wit, the Admiralty, which at that time, not the Post Office, managed the ocean-mail contracts) advertised for tenders for the new service of Eastern mails in terms of the recommendations of the second Parliamentary Committee of Inquiry, to which we have already referred.

It was incorporated by royal charter, with an authorised capital of £2,000,000 in £20 shares, of which £1,200,000 was supposed to be issued. The promoters and moving spirits were by no means of the class of financial adventurers which indeed, among the principal shareholders were many men with both long purses and long heads. The concern was well backed with money and supposed to be particularly well equipped in the matter of science—perhaps in this respect it suffered from an embarrassment of riches.

One of the original directors of the Eastern Company was Mr. Joseph Edlemann, the representative in London of the Austrian Lloyd's Steam Company, and there seems little doubt that the original design was to work the two enterprises in union—in some way, perhaps, as the British India and Netherlands East India Companies afterwards worked into each other's hands.

But the Eastern Steam Navigation Company proposed to run before it could walk, and offered to convey the mails from Plymouth to Calcutta and Hongkong, with the stipulated monthly extension from Singapore to Sydney—via Alexandria and the overland route, not round the Cape—in vessels of from 1,300 to 2,000 tons, with engines of from 400 to 600 horse-power. But they could not name any of these steamers; they could not show them because they were not built; and they could not describe them because they were not even designed. Of course they could offer to lodge securities to be ready at the appointed time, but as their offer was considerably higher than that of the P. and O. it was declined *in toto*.

The shareholders were called together to consider the report of the directors on the failure of the mail negotiations, and to decide on the future policy to be adopted. Their attention was then directed to a proposal by Mr. Isaacbar K. Brunel, for the construction of a vessel of levianth dimensions for trade with the East. Few people nowadays know of the original connection between the famous *Great Eastern* and the trade with India and Far Cathay, but she failed in nothing more remarkably than with regard to the purpose for which she was originally designed. As this is an almost forgotten chapter in the history of British shipping, we shall serve a good purpose in recalling it.

The basis of the argument on which Mr. Brunel's project was put before the shareholders, was that the main line of commerce between England and the East was round the Cape of Good Hope to Ceylon, where it divided into three great lines to India, China, and Australia respectively. What more reasonable, then, than to employ gigantic vessels between England and Ceylon, served by smaller vessels diverging there to all parts of the East? If such ocean giants could be constructed as would maintain a speed of 15 knots an hour, it was contended that they must attract so large a portion of the traffic as to afford full cargoes at remunerative freights both out and home.

Tincomall was fixed on in anticipation as the great central station, and this port, it was calculated, would be reached in 30 days' steaming from London. At Tincomall transshipment would take place into subsidiary steamers, which would make the run to Hongkong in 20 days, to Sydney in 14 days, to Madras in two days, and to Calcutta in four days. These subsidiary boats, of course, were to bring return cargoes to Tincomall for transshipment by the big ships to England.

It was argued by Mr. Brunel and his supporters that even if the "great ships" and auxiliaries should only be able to land goods in Hongkong within 40 days, in Calcutta within 35 days, or in Sydney within 44 days, still it was certain they would carry larger cargoes at higher freights than any vessels heretofore employed. All Eastern cargoes paying freights of 25 per cent and upwards (happy days!) might certainly be reckoned on—such as silk goods, indigo, tea, coffee, spices, lac-dye, etc.—all expensive articles on which loss of interest in transit was an appreciable item. *Per capita*, the best textiles and hardware goods of England and the Continent were indicated as quite able to pay the higher outward rates for rapid delivery. In fine, it was shown that 18,000 tons of export goods could safely be depended on to pay the high freights, while a still larger quantity of import goods would be only too glad to pay still higher import freights.

The tea-clippers then were earning from £8 to £12 per ton on fast runs from China on a passage occupying about 100 days. How could they compete with steamers reducing the voyage to 50, or even 40 days? Well, that represented about 50,000 tons per annum, and even if the Eastern Company had to do it for £6 or £7 per ton, there was a splendid margin. So with Australia; by cutting down the voyage to 40 or 50 days, they would cut out all the Australian clippers as far as the conveyance of goods and passengers was concerned. The passenger traffic was regarded as a particular source of prospective traffic, and the transport of troops also formed an item in the calculations of the sanguine promoters. In fine, after summing up the probable sources of revenue, and making allowance for working expenses, wear and tear, etc., a prospect was

offered in the Eastern Steamship Company shareholders of earning 40 per cent. per annum on their invested capital.

It was a large order and a tempting bait, but it did not draw Mr. Edlemann and his friends of the Austrian Lloyd's. They were alarmed at the ambition of the Brunel set, demanded their money back and withdrew from the Company altogether. The remaining proprietors was not large enough for the project, and it was not without considerable difficulty that enough capital was got together to begin work with the *Great Eastern*—or the *Leviathan*, as she was in her cradle days popularly called.

The idea of this period was that speed was only a question of size—that the bigger you could make your steamer the faster she would run. Brunel's argument practically was that there was no limit to the size of a workable vessel but that depending on the tenacity of material; therefore, he proposed to build one for the Eastern Steamship Company about six times as large as any vessel then built.

The story of how Mr. Scott Russell entered into the project, and of how the *Great Eastern* was designed and built, need not be told here, since the mechanical aspects of this enterprise are familiar, we may assume to everyone connected with shipping, if not to every schoolboy. But the original purpose of the design is not so well known, and indeed, as we have said, it is now almost forgotten. The capital having been with difficulty subscribed, the building of the ship was entrusted to Scott Russell & Co., of London, who had also to supply the additional capital, while the screw-engines were ordered from James Watt & Co., of Birmingham. She was to carry enough coal to take her out and home, and so go further than by avoidance of stoppage for coaling.

It was a grand programme, and the *Great Eastern* was to be ready to begin its fifteen months' well-she was not ready in fifteen months, and she never began it.

She was not ready to launch until November, 1857, and then she stuck on the cradle for weeks, not reaching the water until the 31st of January, 1858. She cost to launch alone, no less than £20,000, and what she really cost before she was finished, goodness only knows.

This unexpected expense broke the Company, who had not enough money to finish the great ship after she was afloat. She lay for about a year, while vain efforts were made to raise fresh capital, or to sell her to the Government as a transport. The Eastern Steamship Company was then wound up, and all its ambitious projects of wiping out the P. and O., and of monopolising the cream of the Indian, Chinese and Australian trades, vanished into thin air.

The *Great Eastern* was transferred to the Great Ship Company for a sum of £160,000, and in September, 1859, made her first attempt at sea. She was not sent to the East, however, but to the West, and no explanation has ever been vouchsafed why no attempt was made to carry out the original design of the vessel. We have never seen any reason afforded why, when the *Great Eastern* was ready, she was run across to America instead of being loaded with cargo for China and India to be transhipped at Ceylon. If there was no opening for her in the Eastern trade there was certainly none in the American trade—for chance employment as a cable-laying ship does not count. Built especially with a view to revolutionise the Eastern trade, the *Great Eastern* was never, so far as we remember, in the East at all, and just as she was the biggest ship ever constructed since Noah's Ark, so also was she the biggest failure as a maritime speculation.—*Fairplay*.

ITEMS OF INTEREST.

Only one man in 203 is over 6 feet in height. Iron pavements were first laid in London in 1817.

Greek infantrymen are trained in stone-throwing.

Ginger essence contains twice as much alcohol as whisky.

Heath is a South African plant which came to Europe in 1774.

The *Great Eastern* is the largest and most complete in the world.

The Phoenicians were the first to employ engineers to fortify cities.

Baking bread, cakes and pies became a profession in Greece B. C. 148.

Several thousands of hairpins, in many styles, have been recovered from Pompeii.

The word "encore" was first used in English theatres in 1770 and gave great offence.

At banquets, in Queen Elizabeth's time, every guest came with a spoon in his pocket.

In 1847 the number of newspapers published in the United States and Canada was 19,373.

The wine list of Sardaspolis has been found on a terra-cotta tablet, and contains ten kinds.

There are now 7,000 loan associations in the United States, with a membership of 2,000,000 persons.

Ninety-four elementary substances are used in cotton dyeing with several thousands of combinations.

Greek and Roman architects placed earthen jugs in the walls of theatres to increase the resonance.

Vide says: "What Bacon was to philosophy, Dante to poetry, Angelo to painting, Columbus to geography, Galileo to astronomy, Gonthier was to cooking."

Professor J. Wortley Axe estimates that upward of 18,000 horses annually die or are killed in London, and of these about half succumb to accidents or infirmity.

In 1830 black masks were worn in public by ladies of all ranks. The mask was held in place by ribbons passed behind the ears or by a glass button between the teeth.

Mount Ararat, the resting-place of the scriptural ark, is in reality two mountains separated by a valley. The higher peak is 17,570 feet and the lesser 13,900 feet above sea level.

Oysters come nearer to milk than almost any other common food material as regards both the amount and the relative proportion of nutrients, the food values of equal weights of milk and oysters being nearly the same.

Here is an idea of what a little spot of land may do in the way of production: The island of Jamaica sells annually to the United States bananas exceeding in value the entire apple, peach and cherry crops of that country.

The smallest coin ever struck in the United States was a half-cent, which was issued between 1793 and 1857. China is the only country that has a coin as small as the U. S. mill; the Chinese "cash" is worth about one-tenth of a cent.

A form of sport very popular in Normandy is that of flying kites, which are, some of them, of very large dimensions. There has been a competition recently at Rouen, on the heights of St. Catherine. The victorious kite rose to the height of 2,500 metres, and would have soared higher but for lack of string.

The crew of the *Wandering Jew*, which recently arrived in Boston, was composed of 23 Chinamen, a negro, Frenchman, German, Irishman, Swede, Norwegian and an American. Before the vessel had been in port forty-eight hours the entire crew were in jail, being held as witnesses against the original and two mates, who are charged with having treated them in a cruel manner.

Among the numerous presents sent to a Shah of Persia by one of the Russian Emperors was a bedstead of extraordinary magnificence. It is said to have been entirely made of crystal, and

was accessible by steps of the same material all wrought in imitation of large diamonds, incrustated in a solid frame. On each side there were spouts made to eject scented water, which by its murmuring lured sleep.

The congresses held in Spain during the centennial commemoration almost rival in number and variety that of that it is proposed to hold in Chicago in 1893. They include the Congress of Scientists, the Catholic Congress, Geographical Congress, Congress of Free-thinkers, Hispano-American-Portuguese Mercantile Congress, a Spanish-American Legal Congress and minor congresses of artisans and others which pass almost unnoticed.

EVENTS OF THIS CENTURY.

1801—Union of Great Britain and Ireland.
1802—Treaty of America.

1804—Bonaparte became Emperor of the French.

1805—Battle of Trafalgar and death of Nelson.
1807—Fulton's first steamboat voyage.

1812—the French expedition to Moscow.
1813—Perry's victory on Lake Erie.

1814—The cylinder printing press invented.
1815—Battle of New Orleans, January 8th.

1819—First steamship crossed the Atlantic.
1821—Death of Napoleon Bonaparte.

1825—First successful steam railroad.
1828—First passenger railroad in the United States.

1830—Revolution in France and accession of the Orleans family.
1834—Lucifer matches invented.

1835—Morse's telegraph.
1835—Seminoles War in Florida began.

1837—Ascension of Queen Victoria, June 20th.
1844—Joseph Smith, Mormon leader, killed.

1846—Sewing-machine completely by Elias Howe.
1847—The Irish potato famine.

1848—War with Mexico began.
1848—French Revolution. Republic succeeded.

1848—Gold discovered in California.
1851—Gold discovered in Australia.

1851—Louis Napoleon became Emperor.
1851—the First International Exhibition.

1853—Crimean War began.
1857—the Great Mutiny in India.

1857—the Dred Scott decision.
1858—First telegraphic cable communication across the Atlantic.

1859—John Brown's raid into Virginia.
1860—Battle of Bull Run, July 21st.

1861—Emancipation of the Russian serfs.
1861—South Carolina seceded.

1862—Slavery abolished in the United States, December 18th.
1863—Battle of Gettysburg.

1865—President Lincoln assassinated, April 14th.
1866—Battle of Sedan. Prussia beat Austria.

1867—Emperor Maximilian of Mexico executed.
1867—the Dominion of Canada established.

1867—First impeachment trial of American President (Johnson) failed.
1869—Completion of first overland railroad.

1870—First co-German War began.
1870—Capitulation of the French at Sedan.

1871—the German Empire was re-established.
1871—the Irish Church was disestablished.

1871—the Great fire in Chicago.
1872—the Great fire in Boston.

1881—President Garfield shot.
1882—Egyptian occupation of Egypt.

1883—Northern Pacific Railroad completed.
1885—Death General Grant, July 23d.

1886—Charleston earthquake, August 31st.
1889—Hurricane at Apla and loss of American and German men-of-war.

1889—Johnstown. Pema, flood; loss, \$8,000,000; 3,500 lives.
1890—Louisville cyclone; loss, \$1,000,000 and 340 lives; 889 wounded.

1890—Mississippi flood; loss, \$60,000,000.
1891—Lynchings of eleven Italians at New Orleans.

1891—Baltimore sailors attacked at Valparaiso.
1891—Great Russian famine, Cholera in Europe.

PROGRESS OF SCIENCE.

Galling guns are now fired by electricity.

A new aluminium alloy, with titanium, is made in Pittsburgh. It is a good material for making tools.

Paper teeth are now manufactured by a Lubrock dentist. One set has been in use thirteen years and is as good as ever.

Recent improvements in photographic plates have been so great as to make it possible to take accurate photographs of a rifle ball travelling at the rate of 300 feet a second.

An English inventor has projected an electrical bicycle with batteries which will weigh forty pounds when filled, the entire machine's weight having been computed at 155 pounds.

Electric search lights are being adopted by customs officers in England in order to avoid the possibility of explosion while rummaging for goods on board tank and other vessels carrying petroleum or explosives.

Several manufacturers in Europe are now using aluminium in the construction of bicycles. The aluminium is alloyed with a small percentage of titanium, which is said to increase the strength of the metal very considerably.

Shaving a man in twenty-five seconds is a feat deserving of praise. The feat has been rendered easy by the construction of a shaving machine of wood, reported to have been made by Melchior Farakas, a convict in the Penitentiary of the city of Szeged, in Hungary.

One of the latest applications of electricity to mining operations is seen in the Metterich lead mine in Belgium. Each bucket arriving at the top of the shaft makes an electric circuit, and a needle in the office indicates by a red line upon a revolving drum the number of buckets brought up.

The French newspapers are testing a novel sort of type, made of malleable glass by a new process. The new types preserve their cleanliness almost indefinitely. They are said to wear better than those made of metal, and can be cast with a sharpness of line that will print more distinctly than is possible with the old style of type.

Numerous processes have figured of late in the patent list whereby it is claimed that petroleum could be rendered incombustible and also inflammable. One of these consists in adding to about forty gallons of petroleum two pounds of copper sulphate and stirring the whole well. After about six hours' standing the oil is ready for use.

The popular idea that water is purified by freezing has been again disproved by recent careful experiments, which show that the average amount of impurity retained by the ice is 34.3 per cent of the organic matter, and 21.2 per cent of the inorganic matter. As organic matter is the more objectionable of the two, the case is worse than was formerly supposed.

The astronomer who will be gratified by the intelligence that Professor Barnard's discovery of the existence of Jupiter's fifth satellite, which was announced recently, has been confirmed by the observations at Princeton. Professor Young of Princeton telegraphs that the Jovian moon was found on two successive

nights the other week. Of course no one doubted the correctness of Professor Barnard's observations, but their confirmation by other experienced observers is a satisfaction.

In an article in the current number of *The Engineering Magazine* entitled "Architecture in Wood—A Protest," the author, Gordon B. Kimbrough, condemns the use of wood as a building material. He thinks it unsuitable, not only for external structure, but for interior decoration as well. Tile, terra cotta, marble, slate and even plaster of Paris are all better materials for interior decoration than wood, even on the score of economy. They may not be as cheap as wood, but they are cheap enough to be made more profitable than wood after this material has lost its respectability.

The production of steel by the process of Walrand and Legeniel promises to result in a considerable reduction in the price of castings and other similar articles of manufacture. This method has been worked in Paris for more than twelve months. A remarkable point of the new installation is that neither blast engine nor boiler is to be seen, connected with it other than those furnished as a reserve apparatus. Compressed air is employed as motive power. It is furnished to the converter through a conduit at a pressure of 11 pounds. The air, however, expands before entering the converter, where it works at a pressure of from 1 to 2 pounds, according to the phases of the operation. This is believed to be the first application of compressed air, furnished from a central station to the manufacturer of Bessemer steel, and it seems a considerable reduction in the cost of a first installation, for, according to the original Walrand-Legeniel estimates, the blast engine and boiler are half the expense of the installation.

In the sufferers from Consumption, Scrofula and General Debility will try Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites, they will find immediate relief and a permanent benefit. The Medical Profession in the various countries of the world universally declare it a remedy of the greatest value, and as it is very palatable it can be readily taken by the most sensitive stomach, and will never fail to give relief and comfort to the sufferer. Any Chemist can supply it. A. S. Watson & Co. (Limited), agents in Hongkong and China.—*Advt.*

Today's Advertisements.

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THE PARTNERSHIP between SYDENHAM MOUTRIE and WALTER GEORGE ROBINSON, carrying on Business under the Style of MOUTRIE, ROBINSON & Co. at SHANGHAI, KORE, YOKOHAMA, and HONGKONG, was DISSOLVED on the 31st day of December last.

The Business at SHANGHAI, KORE, and YOKOHAMA will be carried on by SYDENHAM MOUTRIE under the Style of S. MOUTRIE & Co., and the Business at HONGKONG will be carried on by WALTER GEORGE ROBINSON under the Style of W. ROBINSON & Co.

Dated this 9th day of February, 1893.
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FOR SALE.
THE COMPLETE MACHINERY AND PLANT of a SODA WATER business.

Apply to
D. K. GRIFFITH,
2, Duddell Street,
Hongkong, 14th February, 1893. [229]

Intimations.

TAKLEMA COLLIERIES COMPANY, MOJI.

THIS Company having appointed the Undersigned AGENTS for their Coal, (TAKLEMA AKAIKI) in Hongkong, they are prepared to supply Coal ex-Ship, ex-Godown, or trimmed in Bunkers, at prices to be had on application.

Copies of Reports and Analyses to be seen in the Office of the Undersigned.

CHEONG ON & Co.,
Sole Agents,
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THE MIKE COAL MINING COMPANY.

THE MIKE COAL is a BITUMINOUS COAL

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FRESHNESS of the coal.

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Supply in any quantity on shortest notice.

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BEST of weight, etc., etc.

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Have for Sale a cargo of pure AKAIKI COAL, ex-GODOWN and ex-SHIP.

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THE Undersigned begs to inform the Public that he has appointed HOP WO LOONG as Agents in Hongkong for the SALE of the SAI-PANG COALS in the HONDO COAL MINES, Japan.

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Agents for the Hondo Coal Mines,
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Howard & Co. Dance Annual, 40 cents.

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Comic Albums and Comic Songs, a large selection.

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Knickerbockers, Knitted Stockings for Shooting, Cycling, or Golfing, Hand Knitted Scotch Fingered Wool Socks.

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